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號二十月十英曆

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS Sterling £1,500,000
SILVER \$1,500,000
INTEREST ALLOWED ON CURRENT ACCOUNTS 4% per annum
On Fixed Deposits 5% per annum

CHIEF MANAGER: J. R. M. SMITH
MANAGER: H. E. R. HUNTER
LONDON BANKERS: LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG: INTEREST ALLOWED: On Current Account at the rate of 4 per cent. per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 4 per cent. per annum. For 6 months, 4 per cent. per annum. For 12 months, 4 per cent. per annum.
N. J. STABB, Acting Chief Manager, Hongkong, 28th September, 1910.

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1851.
HEAD OFFICE: LONDON.
PAID-UP CAPITAL £1,500,000
RESERVE FUNDS £1,500,000
INTEREST ALLOWED ON CURRENT ACCOUNTS 4% per annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 4 per cent. per annum. For 6 months, 4 per cent. per annum. For 12 months, 4 per cent. per annum.
W. M. DICKSON, Manager, Hongkong, 26th April, 1910.

YOKOHAMA SPECIE BANK, LIMITED.
CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS Yen 16,660,000
Head Office: YOKOHAMA.
Branches and Agents: TOKIO, KOREA, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI.

HONGKONG: INTEREST ALLOWED. On Current Account at the rate of 4 per cent. per annum on the daily balance. On fixed deposits: For 3 months, 4 per cent. per annum. For 6 months, 4 per cent. per annum. For 12 months, 4 per cent. per annum.
TAKAO TAKAMICHI, Manager, Hongkong, 27th September, 1910.

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CAPITAL FULLY PAID-UP Sh. Tael 7,500,000
Head Office: SHANGHAI.
BOARD OF DIRECTORS: BERLIN, BRANCO, HAMBURG, HANKOW, KOBÉ, Peking, Singapore, Tientsin, Yokohama.

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Banks.

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Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
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Depositors may transfer at their option balances of 100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION, N. J. STABB, Acting Chief Manager, Hongkong, 18th July, 1910.

INTERNATIONAL BANKING CORPORATION.

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THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates: For 12 months 4 per cent. per annum. For 6 months 3 per cent. per annum. For 3 months 2 per cent. per annum.
N. S. MARSHALL, Manager, No. 9, Queen's Road Central, Hongkong, 26th September, 1910.

Insurance
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HEAD OFFICE, SHANGHAI.
DIRECTORS AND OFFICERS: Alexander McLeod, Esq., Chairman, C. Stephenson, Esq., Lee Yung Su, Esq., J. H. McMichael, Esq., C. R. Burdell, Esq., J. A. Watling, Esq., Managing Director, A. J. Hughes, Esq., Secretary, S. B. Noll, Esq., F.I.A., Actuary.

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Insurance Companies Act, England.
Insurance in Force \$37,855,885.00
Assets \$415,350,000
Income for Year \$506,559.00
Insurance Fund \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, District Manager, Canton, Macao and the Philippines, ALEXANDRA BUILDING.
C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG. Sir Paul Chater, Kt., C.M.G., T. F. Hought, Esq., G. J. Lafrance, Esq., Hongkong, 26th July, 1910.

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A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now luxuriously furnished and up-to-date in every respect. Situated in the most central position. Large and airy rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and comfortable lounge. Private and Public Bars and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application.

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FREDERICK REICHMANN, Late Manager of J. H. LYONS (Trocadero), leading Caterers in London, and GRAND ORIENTAL HOTEL, Colombo.
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Telegraphic Address "Comfort" Hongkong.
Hongkong, 1st September, 1910.

Ships.

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WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named: FOR STEAMERS TO SAIL ON REMARKS.

SHANGHAI: DEVAHA, Capt. H. Fowell, Daylight, 14th Oct. Freight and Passage. LONDON, &c., via usual Ports: ASSAYE, Capt. Owen Jones, R.N.R., Noon, 15th Oct. Freight and Passage. SHANGHAI, MOJI, KOBE (JAPAN): JAPAN, Capt. H. W. A. Clark, About 15th Oct. Freight only. LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES: NCBE, Capt. G. Phillips, About 19th Oct. Freight and Passage.

For Further Particulars, apply to E. A. HEWETT, Superintendent, P. & O. S. N. Co.'s Office, Hongkong, 11th October, 1910.

Intimations.

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HEAVY WALKING BOOT AS ILLUSTRATION \$12.50 PER PAIR. SHOOTING BOOTS BLACK OR BROWN \$14.00 AND \$17.50 PER PAIR.

PATENT PUMPS AND SHOES \$6.50 per Pair.

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THE WELL-KNOWN HORSE HEAD BRAND.

GUINNESS' STOUT. IN QUARTS. BASS' ALE. PINTS and SPLITS. CALDBECK, MACGREGOR & CO. Established 1864. Hongkong, 10th October, 1910.

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JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE. HONGKONG TO CANTON: MONDAY, 10th October, 8.00 A.M. HONGKONG, 10.00 P.M. KINSHAN. CANTON TO HONGKONG: THURSDAY, 13th October, 8.00 A.M. HONGKONG, 10.00 P.M. KINSHAN. HONGKONG TO CANTON: TUESDAY, 11th October, 8.00 A.M. HONGKONG, 10.00 P.M. KINSHAN. CANTON TO HONGKONG: FRIDAY, 14th October, 8.00 A.M. HONGKONG, 10.00 P.M. KINSHAN. HONGKONG TO CANTON: WEDNESDAY, 12th October, 8.00 A.M. HONGKONG, 10.00 P.M. KINSHAN. CANTON TO HONGKONG: SATURDAY, 15th October, 8.00 A.M. HONGKONG, 10.00 P.M. KINSHAN.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE. S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons. Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf. Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO. On SUNDAY, the 16th OCTOBER, 1910.

The Company's Steamship "SUI-AN," will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

FARES. 1st Class Return \$3, Single \$1.50. 2nd Class Return \$2.00, Single 60 cts. N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf. This steamer connects with the steamer returning from Macao at 5 P.M. First class fare by steamer leaving at 1 p.m. and returning with excursion steamer at 5 p.m. \$4. Single fare also \$4. Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE. S.S. "HOI SANG" 457 Tons. Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M. Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE. S.S. "SAINAM" 188 Tons, and "NANNING" 569 Tons. One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Sanni." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin. Further particulars may be obtained at the Office of the—

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Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE. A. F. DAVIES, Manager, Hongkong, 5th February, 1909.

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CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GANEAU, Proprietor. N. BEUMENTHAL, Manager. Telephone, 29. Telegrams "Astor."

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Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact that the number of Remingtons sold annually is vastly greater than that of any other make. It has always been and is to-day the recognized leader among writing machines. It does the best work and keeps doing it for the longest time. CAUTION—Beware of skilfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are offered at low prices and apparently new, but in reality quite worn out and unreliable. S. M. ALBERTSON, HONGKONG AND CANTON, HENDERSON & CO., (Canton) Dept. 14.

	Cents.
Shark-Sa Yu	2

PATTERNS SENT TO ANY
ADDRESS
ON APPLICATION.

Perhaps the terming bear factor which has troubled the Rubber share investors most during the past month or two has been the trend of raw rubber values. He cannot understand why, if there is a scarcity, or, at any rate, anything but a superabundance, of raw rubber, prices should fall, instead of rise, especially as there is little immediate prospect of any substantial increase in high-grade supplies. The question has been to fully deal with from time

WANTED.
A N ANGLICAN ASSISTANT
TEACHER for the DIOCESE
SCHOOL.
 Apply to -
THE HEADMASTER.
 Hongkong, 10th October, 1910.

[illegible]

FISH.

Barbel—Ka Yu	11
Bream—Bin Yu	11
Canton Fresh Water Fish—Hoi Sin Yu	11
Carp—Li Yu	11
Garfish—Chik Yu	11
Codfish—Man Yu	11
Grass—Hal	11
Groutle Fish—Muk Yu	11
Dab—Sa Mang Yu	11
Dace—Wong Isei Loo	11
Dog Fish—Tik Ts Yu	11
Kale, Conger—Hal Man Yu	11
" Fresh water—Tam Sin Yu	11
" Yellow—Wong Sin Yu	11
Frog—Tien Kal	11
Garoupa—Sok Pak	11
Gadgroun—Pak Kip Yu	11
Herring—Tso Pak	11
Halibut—Cheung Kwai Yu	11
Labrus—Wong Fa Yu	11
Loach—Wa Yu	11
Lobster—Lung Ha	11
Mackerel—Chi Yu	11
Monk Fish—Moo Yu	11
Mullet—Chai Yu	11
Oyster—Sang Hoo	11
Pomfrit—Kai Kung Yu	11
Parch—Tan Loo	11
Pike—Fa Paw Poong	11
Plaice—Pan Yu	11
Pomfret, Black—Hak Cheung	11
Pomfret, White—Pak Cheung	11
Prawn—Ming Ha	11
Ray—Pai Pa Sa	11
Rock Fish—Sok Koi Kung	11
Roach—Shan Yu	11
Salmon—(Omak hooi wong—Ma Yee	11

Beans, (French), Shanghai—Sheng Ho
Pin Tao

Beans, Sprout—Ah Ohol

Beans, Long—Tan Kok

Beet Root—Hung Ohol Tan

Brijals, Green—Ghang Yuen Ker

Brijals, Red—Hung Ker

Bamboo Shoots—Chook Shun

Gabbage, Chinese, com.—Kai Choy

Gabbage, Red—Kai Lan Tau

Gabbage, (Shanghai)—Yeh hai

Cane Shoots, bunch—Kan Shun

Cailldower, Large size—Tal Yeh Choi
Fa

Cailldower, Medium size—Chang Yeh
Ghoi-la

Cailldower, Small size—Sal Yeh Ohol-la

Carrots—Kan Shun

Celery, Chinese—Tong Kan Choy

Celery, English—Young Kan Ohol

Celery, White—Fak Young Kan Choi

Chillies, Dried—Don Lat Ohol

Red—Hung Fa

Green—Chang Lat Ohol

Curry Stuff, English—La Lee Choi Liu
Gumbon—Ghang Kwa

Bitter Squash—Fu Kwa

Garlic—Suen Tai

Ginger, young—Sun Tai Keung

Old—Lo Keung

Horse Radish, Shanghai—Lik Kan

Indian Corn—Suk Mai

Lettoce—Young Sang Ohol

Water Chermuts—Ma Tai

Mandarin—Kwai Lum Ma Tai

Musk Melon

Mushrooms, Fresh—Sang Cho Kho

Onions, Bombay—Young Chang Tau

Green—Sang Chung

Shall—Sheng Ho Chung Tau

Japan—Yat Foon

Okross—Mo Kar

Pearl, English—Young Un Sal

Green Peas—Chang Tau

Potatoes, Sweet—Fan Sau

Shanghai—Sheng Ho Shu
Tau

Japan—Yat Foon San Tai

American—Fa Ki

Peochow—Fak Chan Shu Tai

Macao—Oh Moa

Pumpkin—Toong Kwa

Radish—Hung Lo Pak Tai

Rhubarb

Shalots—Gon Ohung Tai

Splagoe (Chinese)—Faw Ohol

Splagoe—Yin Ohol

Tomatoes—Fan Ker

Taro—Wa Tau

Turnips, Fun-ai (Long)—Low Pak

English—Young Low Pak

Vegetable Marrow—Ohit Kwa

Water Cress—Sal Young Choi

Gulthrops—Lau Kok

Lily Roots—Lai Ngan

Yams—Tai Shun

Sage

The prices accordingly vary from day to day
and the Sanitary Board has no power to
enforce a sale at the prices quoted.

W. BAKER & CO.,
General Importers.

THE TOYO KISEN KAISHA.

THE NEW ARRANGEMENT WITH THE WESTERN PACIFIC RAILWAY.

Messrs. Shiraishi and Okawa, Directors of the Toyo Kisen Kaisha, who have been to America on a mission connected with the newly-arranged connection service of the company with the Western Pacific Railroad Company, returned to Yokohama on the 10th ultimo by the "Siberia". The *Japan Times* states that Mr. Shiraishi, interviewed by a press representative on the subject of his mission said:—

The reason why the T. K. K. has cut off its connection arrangement with the Pacific Mail Steamship Company on sea and with the Southern Pacific Railroad Company on land, and has entered into arrangements with the Western Pacific Railroad Company, is explained in two ways. Firstly, the former arrangement with the Pacific Mail Steamship Company was of very little benefit to the company, because under that arrangement all matters relating to passengers and cargoes and all business management were transacted by the P.M.S.S. Co., while the company was not allowed to employ more than three vessels on the line. This arrangement was, however, unavoidable in view of the relation between the P.M.S.S. Co. and the Southern Pacific Railroad Company. The T.K.K. could not rest satisfied under such inconvenient circumstances, especially as it was not in keeping with the purpose for which the Government was granting the concession an enormous subsidy, while on the other hand the company was always aware of the necessity to take active steps for its business expansion and for the future development of the national mercantile business. At this juncture the Western Pacific Railroad was newly completed and was seeking a connection with a steamship line to the Orient. Thus the interest of the railway company coinciding with that of the T.K.K., the two concerns resolved to join hands. Secondly, prior to the conclusion of the arrangement with the T.K.K., the Western Pacific Railroad Company seemed to be inclined to combine with the Norddeutscher Lloyd line or some other steamship company, which, if carried out, would have meant the appearance of a fresh rival concern in addition to the present two San Francisco lines. The necessity to avoid such an occurrence made the T.K.K. feel the necessity to enter into arrangement with the W.P.R. Co. On this point, the Pacific Mail Steamship being of the same mind with the T.K.K., that company willingly agreed to the discontinuance of its connection with the T.K.K. and the latter's new arrangement with the W.P.R. Co. The present relations between the T.K.K. and the Pacific Mail Steamship and the Southern Pacific Railroad Companies are to come to an end on the 26th January next, when the new connection arrangement with the Western Pacific Railroad Co. is to be put into practice.

THE WESTERN PACIFIC RAILROAD.

The Western Pacific Company with which the T.K.K. has newly contracted the said connection arrangement, is presided over by Mr. J. G. Gould, the well-known railway magnate, and is a part of the Gould system lines. The new line covers a length of 800 odd miles between San Francisco and Salt Lake, connecting with the Burlington Railroad eastward of Salt Lake to Denver, with the Missouri Pacific Railroad eastward of Denver to Chicago, and with the Pennsylvania Railroad eastward of Chicago to New York. The line is recognized as the most perfect of all the Gould system lines, as it is built according to the latest methods of railway construction. The rails used on the line are 85 pounds standard gauge rails and the line has no gradient of over 1 in 100. Compared with the Southern Pacific Railroad it possesses many advantages. For instance, while on the former line there is a point reaching 7,000 feet above sea level on the Sierra Nevada between California and Nevada, there is on the latter line no point higher than 5,000 feet above sea level. A special superior feature of the new line is that whereas on the southern line there is a snowed extending for about 40 miles (he snowed in question, as a matter of fact, is not on the southern but on the Central Pacific line) there are no such disagreeable features to travellers on the W.P.R., while the localities along the line present superb scenery to the eye of passengers. Another feature of the line is its superior speed. A certain person to San Francisco recently sent a package of Californian fruit to Chicago by the line, which arrived at its destination about six hours earlier than by the southern line. In view of the good reputation and favourable opinion of the public on the new line, its future is believed to be very hopeful.

THE T. K. K.'S FUTURE POLICY.

Touching his future business policy of his company, Mr. Shiraishi states that though it would occur to the mind of the public at large that the coming into existence of the two rival connecting lines, viz., the P.M.S.S. Co. and S.P.R. Co. on one side and the W.P.R. Co. and the T.K.K. on the other side may give birth to a hot competition between them, yet that will not be the case, as those concerned are well aware of the evils of competition, and inasmuch as the negotiations concerning the cancellation of the arrangement between the T.K.K. and the P.M.S.S. and S.P.R. Companies have been settled in a quiet amicable manner without the least bad feeling on either side. Of course competitive measures might be taken by both parties with regard to the perfection of facilities to passengers and cargoes, but the companies have arranged among themselves to avoid any competition by means of reduction of fares and freightage. Mr. Shiraishi added that now that the T.K.K. has come into a position able to take active steps since the opening of its San Francisco line over ten years ago, it would do its utmost to contribute to the expansion of national mercantile marine navigation.

The capture of a fishing junk was food for the Magistrate this morning for assaulting the Police at Aberdeen.

SHANGHAI STOCK EXCHANGE.

Although gambling is morally recognized as a thing to be shunned, yet it is a fact that admits of no denial that in every branch of human life it is almost impossible to exist without gambling to a greater or less degree. There is no definite line of demarcation which points out to us, "thus far and no further," but it is tacitly understood that it is inexcusable to overstep a certain limit. Shanghai has slided greatly in that respect, and no doubt is paying the penalty for it. The moral obscenity consequent on over-speculation is more regrettable than the pecuniary loss, and to-day we hear allegations and counter-allegations made by respected members of the community, and the pity of it is that they will only remain allegations, admitting of neither proof or disproof.

While it is impossible to root out the gambling spirit in man it is possible to check a surfeit of it. The settlement of September has passed "smoothly," and yet the market is as unsettled as ever. In spite of several warnings that the Stock Exchange should put its house in order, it has been as apathetic as possible, and crying out "nothing doing." If it had not realized that it needed reform there is some excuse for its apathy; if the course of business is smooth inaction is excusable. But, when there is practically no business, and when reform could be effected with the least friction we should advise them to put their house in order.

We are not sure if the members of the Shanghai Stock Exchange are pachyderms; for, if not, knowing that all sorts of imputations are made against them as a body in connection with the recent rubber boom they have not made any endeavours to show that it is the system under which they work, and not they themselves, that deserve blame. The promoter may be the wildest think, thirsting for the money of the public; the public may be absolutely stupid; thoughtless, and may have to thank themselves for the unenviable position they find themselves in. But, there is no denying the fact that the sharebroker is more or less the responsible agent for having brought them together, and cannot be absolved from the blame. It is no doubt true that everybody thought he was doing the wisest thing possible on earth, when he was buying, selling, or brokering, but the fact alone escaped out of the calculations of everybody that if the broker, buyer and seller were all to make money there must be some unfortunate to lose, or there must be a rain of dollars or tails from the sky. At the end of March everybody thought he had made money, and at the end of June everybody found that they had lost money; and the brokers have been the hardest hit of all.

It is right that the stock Exchange which numbers some of the respected members of the community among its members should be an agency helping wild speculation, and bring on Shanghai periodical visitations like the one we are suffering under? We understood some time ago that a Committee was sitting to reform the Exchange; possibly it has had an attack of sleeping sickness. Conditions have been brought to such a pass that there is absolutely no confidence in the share market, and there will be none until the Exchange shows that it will set its face against business, the like of which we have had. Now that rubber has become an important and important section of the stock markets of the Far East, it is highly advisable—and at no great expense—to establish regularly constituted exchanges with every day's telegraphed quotations from each place on view at the others. Needless disparity of prices between different places will then disappear, and at the same time it will be impossible for the manipulator to unduly depress or inflate any stock. Moreover, instead of the prices being arbitrarily fixed by the conclusive every morning there will be some basis to work upon.

The first step in the internal improvement of the Exchange should be one which will prevent the broker from being "caught in" as he has been recently. In his anxiety to do as much business as possible, and entirely confident—of course, on the authority of the promoters—that rubber must reach 55s. and stand at that for a few years to come, he has closed transactions with people who have not the least chance of paying the smallest fraction of the amount, should they lose. No doubt his optimism led him to do so, and possibly he did not think "mind" if the shares were not taken up, as he was sure that values must go up, and he could sell them, may be at a higher price later. But now that he has lost, he carries the buyers who have defaulted, and buyers who could not very well afford to default are cursing the brokers for having "led" them into an essentially unprofitable transaction. If the buyers had to put up margin money as is done in other civilized countries in the world, the raffish will be unable to pose as great buyers or sellers, and the broker has a guarantee against loss, if the shares are not taken up. The margin should be about 10 per cent. of the value of the transaction, to be deposited with a bank, and the broker or the client will always have the say to close or cancel the transaction when values change.

We could well understand that Shanghai is obliged to retain the present method of contract "for the concerned," as the number of stock usually dealt in are few, and as the other method will entail the costly of the business done. But, the system of depositing margin money can be introduced without the least inconvenience to legitimate speculators or buyers, and at the same time the secrecy the brokers are anxious about could be maintained as at present. At the same time it is possible to eradicate "jobbing" for similar reasons, but the margin money system will tend to reduce the number of questionable transactions. The client will have no reason to blame the broker as he has (in pretence), and either of them will have "cold feet" only at his will and pleasure.—*Capital and Commerce*.

The output of dry Para rubber from the Siam was estimated for the month of September was 1,200 tons.

PUBLIC MORALS.

CRUSADE AGAINST "SENSATIONAL" SIGNBOARDS.

The sea of the authorities for the protection of public morals has now been turned to the scrutiny of signboards and posters. The Peace Preservation Police Law issued in 1900 and the Osaka-fa Order issued in 1903, the Osaka Asahi notes, empower the police authorities to order indecent signboards or advertisements regarded as detrimental to public morals, or prejudicial to the scenery, to be removed, and broken signboards to be repaired without delay. It is difficult, says our contemporary, to form a standard for judging whether a signboard or advertisement is prejudicial to public morals or to the scenery. In consequence, no supervision has been exercised over them except in the most glaring cases. The methods of advertising have greatly changed as industry and commerce have developed, and enormous advertising towers are now erected at crowded spots, while questionable pictures are posted at conspicuous places. There are no pronouncedly objectionable advertising boards in the Hamadera or Mino public park, but at Nigao park there are some examples of such boards. The Osaka Central Police has decided to exercise a more rigorous control over advertising boards and is now collecting specimens of such advertisements. It being difficult to pronounce judgement one by one upon all the signboards or advertising boards posted in the city and the rural districts, the authorities have decided to form a standard, and for this purpose are sending out painters and photographers every day to copy the signboards in the city or on the hillside. A large number have now been collected. Regarding the objectionable features in advertising boards, a responsible official is quoted by the *Asahi* for an instance. One picture, which is amusing from the view it gives of the offended dignity of the police. The advertisement intended to advertise a trip, represents a housemaid standing in front of a policeman and holding a number of rats, which she says have been caught by the patent trap. This picture may not have any special effect on common people, says the authority, but the police may fear that the picture will give ignorant women or children the impression that the business of the police is to buy rats! Another advertisement is that for a certain washing powder which bears the picture of three girls wearing only waist cloths and reclining in various unbecoming attitudes. Objectionable pictures are also displayed in connection with cures for venereal diseases. This sort of advertisement should be suppressed. As regards other kinds of advertisements to which objection could be taken, continues the authority, it might be argued on scientific grounds that electrically illuminated advertisements should be prohibited as they are injurious to the nerves of the people, but it would perhaps be inadvisable to resort to this course, in view of the necessity of encouraging business. After all the present time is one of considerations. As soon as a standard for signboards has been determined, operations for their control will be undertaken.—*Japan Chronicle*.

OIL WAR IN JAPAN.

Since the cancellation of the conventional price on September 10 the foreign and Japanese oil concerns have taken free action, reports the *Japan Times*. The Standard Oil Company has brought under its influence almost all the oil merchants in Tokyo and induced them to boycott Tank Oil, admitting conditionally the sale of Japanese oil. On the other hand the Rising Sun Oil Company has taken steps to contract for the sale of its Tank Oil directly with the retail dealers. This has led to rivalry between the Standard and the Rising Sun Companies. The latter has openly lowered the price of its Tank Oil by eight sen, while the Standard has also decided to lower its price in order to compete with the Tank Oil. Compared with the highest price that ruled at the time of the agreement the current price rules lower by fifteen sen to twenty sen. The campaign between the two foreign oil concerns is likely to affect the market of the Keicho oil, which will naturally have also to lower its price, to keep pace abreast of the situation. With the advent of the season when the demand increases the prospect of the oil market, it seems, will be subject to fluctuation.

THE ALLEGED UNREST.

It was recently announced from Washington that advice had been received from American officials in the Far East to the effect that a critical situation existed in China, where an outbreak similar to the Boxer trouble would not be surprising. In connection with this report we are asked by the Acting Consul-General of the United States to give publicity to the following statement:—The American Legation in Peking is in receipt of advice from the Department of State that it is in utter ignorance of the source of the recent rumors regarding an alleged unsettled state of affairs in China and has, moreover, repeatedly denied that it had received information of any nature which might warrant such disquieting reports.—*N.C.D. News*.

A STRIKING instance of the advantage of strict veracity was furnished before Mr. E. R. Hallifax at the Magistracy this morning. A fourteen-year-old youth was charged with being found in the European quarters of the Garrison School near the lower Peak Tram station for a felonious purpose. On being asked by the Magistrate whether he had any previous convictions, defendant replied that he was once awarded seven days for hawking ground nuts without a licence. His Worship sentenced the offender to fifteen days, but on the Police records being examined, it was discovered that there were no less than four previous convictions against him. On re-appearing before the Magistrate, he denied any previous convictions and was remanded in Police custody with a view to proving the truth.

To-day's Advertisements.

HONGKONG GYMKHANA CLUB.

THE FIFTH MEETING of the Season will be held at Happy Valley on SATURDAY, the 15th October, 1910, commencing at 3.30 P.M.

The Charge of Admission will be \$1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half-price. The Committee invite the Ladies of Hongkong to be present.

At the conclusion of the racing the following ponies will be put up for auction.

"LLAMA CHIEF,"
"JOCK SCOTT" (late Palm Tree).
"RUFUS."
"HINTON."

REGINALD F. C. MASTER,
Hon. Sec. and Treasurer.
Hongkong, 12th October, 1910. [652]

HONGKONG-NEW YORK.



AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "INDRAVELLI" ... SATURDAY, 22nd Oct., 1910.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 12th October, 1910. [651]

COMMERCIAL.

12th October, 2 p.m.
The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagar	5/3
Anglo-Javas	11 7/8
Anglo-Malays	24 1/2
Balgowries	5/3
Batu Tigas	100/
Bentans	7/
Bukit Kajangs (pp.)	59/
Bukit Rajahs	—
Carey Uniteds	18/6 prem.
Castlefields	127/6
Changkat Sengangs	59
Cheras (part paid)	58 prem.
Da (fully paid)	518
Damansangs	155/
Eastern Internationals	15/6 prem.
Glencays	51 7/8
Highlands and Lowlands	106/
Indragiris	3/7
Kamusalangs	5/6 prem.
Kuala Lumpurs	165/
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Ledburys	75/
Linggis	45/6
London Asiatics	12/6
London Ventures	6/
Merlimaus	6/
Pajams	512
Pegohs	512
Rubber Trusts	20/2 prem.
Sagats	270/
Sandycrofts	512
Sapongs	—
Seafields	—
Shellfords	70/
Singapore & Johore	512 1/2
Sumatra Paras	10/
Sungel Chohs	92/6
Sungel Kapars	15/6
Tandjongs	—
Tangkabs	35/
Toerangs	3/2 prem.
Ulu Rantis	—
United Sengangs	102/6
United Singapore	51 5/8
United Sumatras	8/6
United Langkats	80/
Duffs	14/5
Trombols	34/5
Para Rubber	6 1/2 per lb.

Events Coming.

Thursday, 15th October.
Legislative Council meeting 2.30 p.m.

Saturday, 15th October.
Canton Insurance Office, annual meeting; 2.00 p.m.

Gymkhana Club, fifth meeting, Race Course, 3.30 p.m.

Football, at Happy Valley.

Variety Entertainment, City Hall "Bedford" Relief Fund.

Monday, 17th October.
Variety Entertainment, City Hall "Bedford" Relief Fund.

Concert, at Seamen's Institute.

Thursday, 20th October.
Legislative Council meeting, 2.30 p.m.

Saturday, 5th November.
Camping, Hongkong Volunteer Corps, Canton Park.

To-day's Advertisements.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON AFGAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 14th inst. will be landed at consignees' risk and expense.

Consignees of Cargo from SINGAPORE are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 12th October, 1910. [655]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"KAMO MARU,"
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, to-day.

Goods not cleared by the 19th October will be subject to rent.

No Fire Insurance has been effected.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.
Hongkong, 12th October, 1910. [65]

"SHIRE" LINE OF STEAMERS, LIMITED.

FROM EUROPE.

THE R. M. S. P. Company's Steamship

"MONMOUTHSHIRE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Co. where delivery may be obtained against Bill of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within 10 days of the vessel's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 15th inst. at 6 p.m. will be subject to rent.

All broken, chafed, and damaged Goods, must be left in the Godown, where they will be examined at 10 A.M. on the 15th inst.

No Fire Insurance will be effected by us in any case whatever.

JARDINE, MATHESON & Co., Ltd.
Hongkong, 10th October, 1910. [65]

Intimations.

APPLES!

"TASMANIAN STURMERS"

EXCELLENT QUALITY
20 cents per lb.

THE DAIRY FARM CO., LIMITED.

ASAHI
ASAHI
ASAHI
and
SAPPORO
SAPPORO
SAPPORO
SAPPORO
BEER
AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:

4 Doz. Quarts \$12.00 per case

8 Doz. Pints \$13.50 " "

OF ALL
WINE
MERCHANTS

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.

Advances made on Merchandise.
Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR, OF WILLS,
ATTORNEY, &c.

Undertaken and Executed
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 19th March, 1908. [61]

SAVE YOUR HEALTH

In drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty
of Medicine.

Large Bottles \$0.30

Dozens 3 3/4

Case 50 Bottles 17.50

" 60 " 13.50

SOLE AGENTS:

"FRENCH STORE."

Hongkong, 18th July, 1910. [67]

THE COOL WEATHER

has now come, so you ought to lose no time

in taking

Dr. MacKenzie's Invalid Stout.

It is the most bracing and invigorating Stout to be obtained, and is invaluable for Athletes when training.

It has the rare merit of being ABSOLUTE-
LY PURE. This fact has been proved by the Government Analyst's examination.

In Quarts, Pints, and Splits from

H. PRICE & COMPANY, LTD.

12, Queen's Road Central,

Hongkong.

Telephone No. 421.
Singapore 19th October, 1910.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, 12 DAYS YOKOHAMA TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration):

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.	"ALLAN LINE" FRIDAY, NOV. 25TH.
"MONTEAGLE" TUESDAY, NOV. 27TH.	
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.	From St. John.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 16TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.	"ALLAN LINE" FRIDAY, JAN. 13TH.
"MONTEAGLE" WEDNESDAY, JAN. 15TH.	"ALLAN LINE" FRIDAY, FEB. 10TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons. Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Services Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at all various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £45.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—D. W. GRADDOCK, General Traffic Agent, Corner Paddy Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI	HANGSANG	FRIDAY, 14th Oct., Noon.
TIENSIN	CHEONGSHING	FRIDAY, 14th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 14th Oct., 4 P.M.
SANDAKAN via JESSELTON	MAUSANG	FRIDAY, 14th Oct., 4 P.M.
SHANGHAI	WINGSANG	SATURDAY, 15th Oct., D'light.
S'GAPOR, PENANG & CALUTTA	KONGSANG	SATURDAY, 15th Oct., 4 P.M.
SHANGHAI	YUNGSANG	MONDAY, 17th Oct., 4 P.M.
MANILA	YUNGSANG	FRIDAY, 21st Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 21st Oct., Noon.

RETURN TOURS TO JAPAN (Occurring 24 Days).

The steamers *Kiungang*, *Namang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & a duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yungtze River, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Koda, Lahad, Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD., General Managers. Telephone No. 215. Hongkong, 12th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"ORHMAN"	13th Oct., 4 P.M.
HAIPHONG	"OHILU"	14th " 10 A.M.
CHEFOO & NEWCHWANG	"PAOTING"	14th " 4 P.M.
ILOILO & ORDU via AMOY	"KAIFONG"	14th " 4 P.M.
SHANGHAI	"LINAN"	15th " Midnight.
MANILA	"TAMING"	18th " 4 P.M.
SWATOW, CHEFOO & TIENSIN	"KOROHOW"	21st " 4 P.M.
MANILA	"TRAN"	25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Saloons and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhai*, *Chonan*, *Linan*, *Chinwa*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloons, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Telephone No. 51. Hongkong, 12th October, 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

4847RO " 8540 A. Fraser " MANILA SATURDAY, 15th Oct., at Noon.

4851RO " 8540 R. Rodger " " SATURDAY, 21st Oct., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO. GENERAL MANAGERS. Telephone No. 114. Hongkong, 12th October, 1910.

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Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TAGOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	CHICAGO MARU "....."	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKOHAMA	TACOMA MARU "....."	6,178	WEDNESDAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fast speed. Superior accommodation for steerage passengers situated *AKIDSHIP*. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW, AMOY and FOOHOOH	"CHOSHUN MARU"....."	THURSDAY, 13th Oct., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"....."	SUNDAY, 16th Oct., at 10 A.M.

SPECIAL REDUCTION of 20% will be allowed to 1st and 2nd Class Passengers to FOOHOOH during the two months of August and September, 1910.

CHEAPEST THROUGH PASSAGE TO NANKING, in connection with The Nishin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fast speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabin *AKIDSHIP*.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 10th October, 1910. S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES. 1910
MARSHILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser, Tons 9000 TANGO MARU, Capt. A. Christiansen, Tons 8000 KAMO MARU, Capt. F. L. Sommer, Tons 9000	WEDNESDAY, 26th Oct., at Daylight. WEDNESDAY, 9th Nov., at Daylight. WEDNESDAY, 23rd Nov., at Daylight.
VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SADO MARU, Capt. S. Hieda, Tons 7000 TAMBA MARU, Capt. K. Sato, Tons 7000	SATURDAY, 5th Nov. [From KOBE] TUESDAY, 8th Nov., at Noon.
SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi, Tons 6000 KUMANO MARU, Capt. M. Winkler, Tons 6000	FRIDAY, 22nd Oct., at Noon. FRIDAY, 25th Nov., Noon.
BOMBAY via SINGAPORE & COLOMBO	CEYLON MARU, Capt. Fred. Pyne, Tons 6000	TUESDAY, 25th October.
SHANGHAI, MOJI & KOBE	ENGO MARU, Capt. S. J. G. Parsons, Tons 7000	MONDAY, 17th October, P.M.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winkler, Tons 6000	WEDNESDAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	KAMO MARU, Capt. F. L. Sommer, Tons 9000	THURSDAY, 13th Oct., at 5 P.M.

* Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers. * Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
MIVASAKI MARU.....	9,000	15th Feb.	To Marseilles and London via Suez Canal.
KITANO ".....	9,000	1st March	To London, per New Steamer
IYO ".....	7,000	15th "	1st class Single.....Y550
HIRANO ".....	9,000	29th "	Return.....835
TAKAO ".....	8,000	12th April	" 2nd class Single.....570
KAMO ".....	9,000	26th "	Return.....540
AKI ".....	7,000	10th May	" Old Sir. 1st class Single.....500
MISHIMA ".....	9,000	24th "	Return.....750
			" 2nd class Single.....350
			Return.....495
Steamers.	Tons	Leave Hongkong	RATES OF PASSAGE.
AWA MARU.....	7,000	28th Feb.	To Pacific Coast Common Points.
INADA ".....	7,000	28th March	1st class Single.....50
TANBA ".....	7,000	25th April	" 2nd " ".....25
AWA ".....	7,000	23rd May	To London via New York: 1st " ".....250
			via St. Lawrence 1st " ".....259

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply to T

SHARE QUOTATIONS.

Supplied by Messrs. L. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATIONS, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$225	\$125	\$1,500,000 \$150,000 \$1,350,000	\$2,019 3 0	\$2 for first half year ending 30.6.10 @ ex 1/4 = \$12.45	5 %	\$225 ex. & s. \$286.10/-
National Bank of China, Limited	99,925	27	26	\$4,000 \$10,000	\$30,552	\$2 (London 2/6) for 1909	---	\$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$154,385 \$1,345,615	none	\$10 for 1908	5 1/2 %	\$190 buyers
North China Insurance Company, Limited	10,000	115	15	Tls. 231,300 Tls. 113,283 Tls. 118,017	Tls. 207,573	Final of 7/6 making 15/- for 1908	5 %	Tls. 115
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$112,348 \$1,387,652	\$287,984	Final of \$20 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	---	\$40 sales & s.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$705,595	\$717,017	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	7 %	\$200
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$550,348 \$449,652	\$438,406	\$6 and bonus \$2 for 1908	7 %	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,400,000	\$426,228	\$27 for 1908	8 %	\$255 buyers
SHIPPING.								
China and Malacca Steamship Company, Limited	10,000	\$25	\$25	\$27,748 \$230,000 \$202,252	Dr. \$2,777	\$2 1/2 for 1906	---	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$100,000 \$100,000 \$100,000	Nil.	\$2 1/2 for year ending 30.6.1908	---	\$23 sellers
Hongkong, Canton & Yacow Steamboat Co., Ltd.	80,000	\$15	\$15	\$67,500 \$176,755 \$109,255	\$28,766	Dividend of \$1 1/2 for 30.6.10	8 %	\$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred) ..	60,000	25	25	\$138,100	27 537.82	6/- for 1907 on Preference shares only @ ex 1/10 11/16 = \$1.154	---	\$58 sellers
Do. (Deferred)	60,000	25	25	\$138,100	27 537.82	Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 1/- per sh. on acc. for '10	5 %	80/- buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$24,850 \$24,850	\$1,159	A dividend of 7 1/2 % for year ending 30.4.1910	6 %	\$23 sellers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$62,681		A bonus of 5 %	---	
REFINERIES.								
China Sugar Refining Company, Limited	10,000	\$100	\$100	\$520,000 \$28,620	Dr. \$8,090	\$5 for half year ending 30.6.1910	6 %	\$147 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100		Dr. \$135,893	\$2 for 1897	---	\$15
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1/4	1/4	\$315,000 \$12,285	\$1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	none	none	First year	---	Pa. 10
Rauch Australian Gold Mining Company, Limited	150,000	1/4	18/10	64 1/2	none	\$2 per share 19th dividend	---	\$7
Oriental Consolidated Mining Co., Ltd.	50,000	1/4	1/4	none	none	Final of Gold \$0.65 for 1909 in all G \$1.15	5 %	\$7 30/-
Docks, Wharves & Godowns	500,000	G \$10	G \$10	none	none	\$1.75 for year ending 31.12.06	---	\$9 sellers
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,275	Dr. \$8,460	\$2 1/2 for 1909	4 1/2 %	\$55 ex. & 54 b.
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$13,993 \$563,993	\$264,847	\$2 1/2 for 1909	4 1/2 %	\$55 ex. & 54 b.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$88,112 \$139,000	\$11,725	\$2 1/2 for half year ended 30.6.19 9	---	\$50 sellers
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,200,000	Tls. 6,26	Final of Tls. 3/4 making Tls. 6 1/2 in all for year 30.4.19 02	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	15,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 10,000 Tls. 117,257	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 29.12.1	5 1/2 %	Tls. 97 sales
Central Stores, Limited	50,123	\$15	\$15	\$1,500	\$24,34	8 1/2 for 1907	8 %	Tls. 97 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$645,975	\$1,27	\$3 on old shares \$1 3/4 on new shares for half year ending 30.6.10	5 1/2 %	\$121 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$27.0	Interim of \$3 1/2 for 1910	7 %	\$74
Hampreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$238,945	\$5,471	45 cents for 1909	6 %	\$100 sales & b.
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$29	\$2 1/2 for 1909	8 %	\$72 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,325,045 Tls. 30,000	Tls. 63,969	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 111 sales
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,952	Interim of \$7.80 for 1910	8 1/2 %	\$59
COTTON MILLS.								
Soo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 103 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$9,551	50 cents for year ending 31.7.08	---	\$34 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 4,817	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 471 buyers
Lao-tung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000	Tls. 4,819	Tls. 6 for 1909	10 %	Tls. 50
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000	Tls. 3,172	Tls. 25 for 1909	17 %	Tls. 220
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$4,500	\$648	15 % per share for 19 9	---	18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000	Nil.	60 cents for 1909	6 1/2 %	\$9 sellers
China Light and Power Company, Limited	50,000	\$5	\$5	\$250,000	\$9,248	60 cents for year ended 28.2.06	---	\$1.40 sellers
China Do. Social shares	50,000	\$5	\$5	\$250,000	\$9,248	80 cents for 1909	10 %	\$8
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000	\$1,890	\$1.20 for year ending 31.7.09	6 1/2 %	\$172 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000	\$4,890	Interim of 15 cents per share for 1910	10 %	\$4.65 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000	\$6,708	14 per cent. viz. \$1.40 for 1909	12 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000	\$7,616	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	\$12 sellers
Hongkong Electric Company, Limited	50,000	\$10	\$10	\$500,000	\$4,817	Final of \$1 per share for 1910	6 %	\$12 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,817	Final of \$1 making in all \$2 for 1909	9 %	\$12 sellers
Hongkong Roro Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000	\$4,817	Interim dividend of Tls. 2 1/2 15th March	5 %	Tls. 1,250 sales
Maatschappij 131 Mijl. Bosch en Landbouwerij	25,000	Gd. 100	Gd. 100	Tls. 547,500 Tls. 547,500	Tls. 210,682	Tls. 12 1/2 15th June & Tls. 15.00 15th Sept.	---	
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$3,014	80 cents on fully paid shares and 8 cents on \$1 paid shares for year ending 30.4.10	5 1/2 %	\$13 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	none	Pa. 18,640	None	---	\$13 sellers
Philippine Company, Limited	75,000	\$10	\$10	none		None	---	
Shanghai-Sumat Tobacco Company, Limited	10,000	Tls. 20	Tls. 20	Tls. 200,000	Tls. 5,250	No dividend this year	---	Tls. 122 sales
Societe des Pulpes et Papeteries du Tonkin	13,200 Deposited shares 1,200	5/- Halapong Lynamal	25 Currency	none	none	First year	---	\$29 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$31,096	None	---	\$29 sellers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$27,86	10 % for year ending 31st May 1910	6 %	\$25 sellers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	none	60 cents for year ending 31.12.08	8 %	\$8 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$100,000	\$248	15 % per ordinary sh. for year ended 31.5.10	5 %	\$121 sellers
Watkins Limited	10,000	\$10	\$10	none	\$1,941	25 cents for 1909	5 %	\$5 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$900,000	\$2,013	3 % for 1909	---	\$26 buyers
William Powell, Limited	15,000	\$7	\$7	none	\$78	None	---	\$2 buyers

Hotel.

BELLE VIEW HOTEL,

SHAUKIWAN ROAD,

Telephone No. 907.

A PLEASANT RESORT OF HONGKONG.

Food Drinks. Best Brands of Liquors served at separate tables on the Lawn or Verandah.

MEALS A LA CARTE AT ALL HOURS.

Comfortable accommodation.

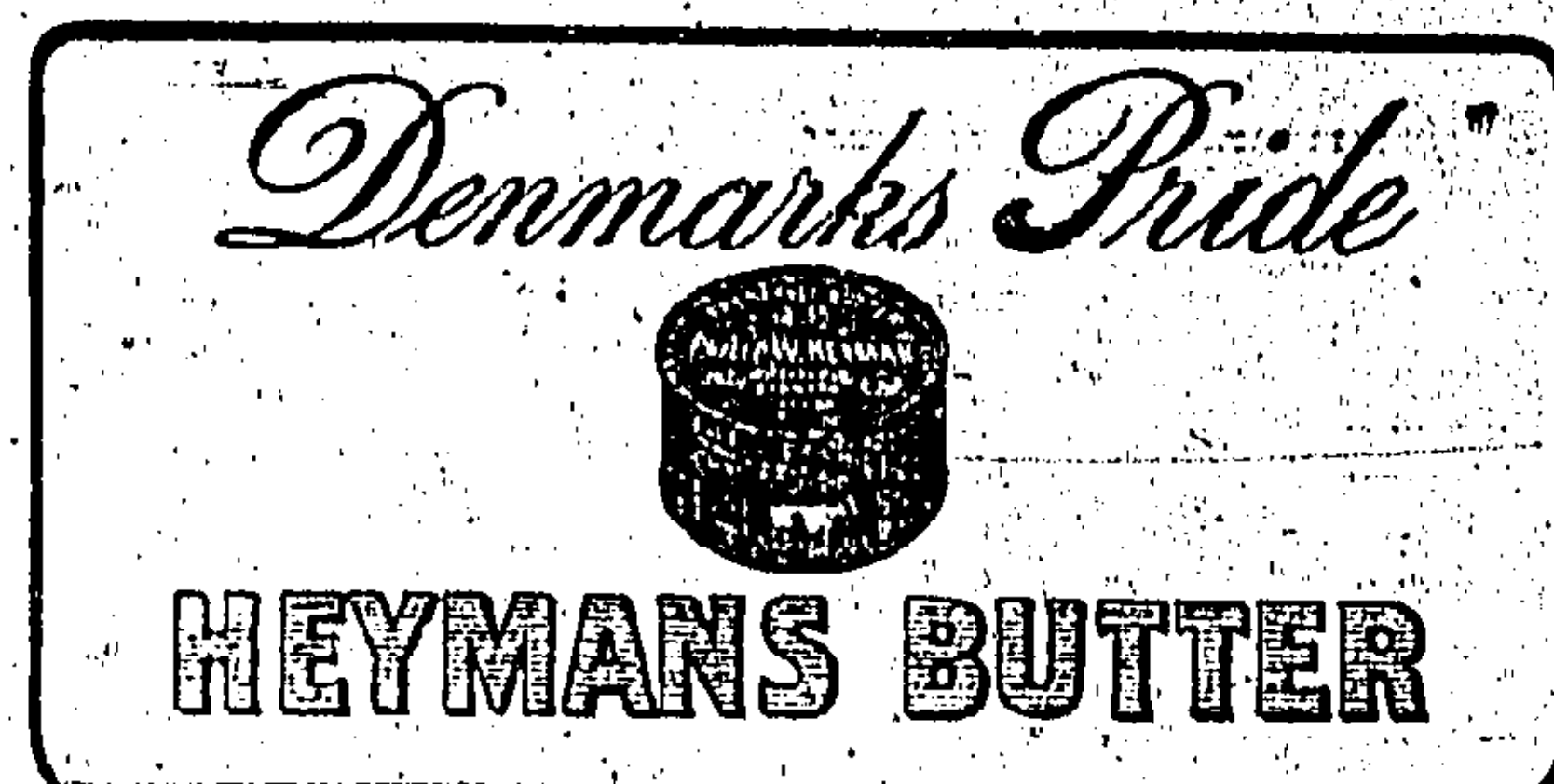
W. GALLAGHER,

Manager.

Hongkong, 6th October, 1910.

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Intimations



SIEMSEN & CO., Sole Agents.

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PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.
1.45 p.m. to 2.15 p.m. ... Every 15 minutes.
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

NIGHT GARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.
11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.

SPECIAL GARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers,
Wednesday 1st April, 1908.

HUNG ON & CO.,
SHOW ROOM AND STORE
at the Premises formerly occupied by
A CHEE & CO.,
17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND
FURNITURE
IMPORTERS AND DEALERS.

COOKERY, Cutlery, Electro and Silver
Plated, Glass and Iron Wares of all
descriptions, always on hand, for sale or on
hire at moderate rates.

Hongkong, 1st June, 1910.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.,
FURNITURE MAKERS AND ANY DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at
No. 29, DES VOEUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong
Club, Hongkong Hotel, Telegraph-Gate
Messrs. A. S. Watson & Co., Firms and other
leading Establishments in the Colony, to
whom reference can be made as to the
Superior Workmanship and Materials of the
Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as
follows:—
"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Answer to
our Disposition and gave us every satis-
faction."
(Sd.) A. S. WATSON & Co.,
1st May, 1907.

ORDERS, promptly attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.
HONGKONG, 5th August, 1908.

For Sale.

JUST RECEIVED AND FOR SALE
FROM THE
AGRICULTURAL & HORTICULTURAL
ASSOCIATION OF LONDON,

A Selection of Best Varieties of their famous
and tested

VEGETABLE and FLOWER
SEEDS

GARDEN FERTILISERS,
Books on Gardening, &c.

ALSO FROM
WARD LOCK & CO., LONDON,
BOOKS

for *Refrigerators, Gift and Presentation.*
Mrs. Beeton's Book of Household Manage-
ment.

Mrs. Beeton's Family Cookery.
Popular Scientific Recreation,
The Science of the Hand,
The Art of Modern Conjuring.

POCKET DICTIONARIES:
Spanish-English and English-Spanish,
German-English and English-German,
French-English and English-French,
Italian-English and English-Italian,
Latin-English and English-Latin.

ROMAN CATHOLIC PRAYER BOOKS,
&c., &c., &c.
Inspection invited.

GRACE & CO.,
27, DES VOEUX ROAD, HONGKONG.
Hongkong, 7th October, 1910.

NOTICE.

A LARGE Number of BOOKS, PERIODI-
CALS, MAGAZINES and ILLU-
STRATED PAPERS are required for the use
of the Troops leaving here next month in the
S.S. "Robbia" for home. Any such literature
will be gratefully received by the Acting
Chaplain (Rev. A. B. Thornhill) either at St.
John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910.

NEW SHOP
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELEC-
TIONS OF
RARE JEWELS,
&c., &c., &c.

MOHIDEEN &
CO.

Dealers in
CEYLON PRECIOUS
STONES, &c.

38 & 40, QUEEN'S ROAD
CENTRAL.

HONGKONG, 21st March, 1910.